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CITY OF

FORT LAUDERDALE

AVIATION ADVISORY BOARD
Fort Lauderdale Executive Airport
Administrative Office-Multipurpose Room
6000 NW 21 Avenue
Fort Lauderdale, FL
Thursday, March 23, 2006, 1:30 p.m.

<u>Board Members</u>	<u>Present/Absent</u>	<u>Cumulative Attendance</u> 1/06 – 12/06	
		<u>Present</u>	<u>Absent</u>
1 William Aston	P	2	0
2 Bunney Brenneman, Chair	P	2	0
3 Robert Iversen	P	2	0
4 Cynthia McDonald	A	1	1
5 John McKaye	P	2	0
6 John Milledge	A	1	1
7 Bernie Petreccia, Vice Chair	P	2	0
8 Christopher Pollock	P	1	1
9 Joseph Scerbo	P	2	0
10 Steve Stella	A	0	2
11 Sharon Woods	P	2	0

Airport/City Staff

Clara Bennett, Airport Manager

Florence Deardorff, Airport Operations Aide

Rufus A. James, Airport Operations Aide

Fernando Blanco, Acting Airport Engineer

Jamie Opperlee, Recording Secretary

Visitors

Dave Bardt, Kimley-Horn & Associates

Vicki Minardi, Fort Lauderdale City Attorney's Office

Don Campion, Banyan Air

Chair Brenneman called the meeting to order at 1:33 p.m. and roll was taken.

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1. Approve Minutes of February 2006 Meeting

Mr. Iversen said that under Update Item B, in the section regarding the Noise Program, "...my understanding of what I said at the last meeting was that, to quote, 'Mr. Iversen disagreed with the assessment of the situation of where we stand with the 161 Study, and that I felt we were not moving ahead fast enough and I think that the project is not a top priority with the consultant.'"

Motion was made by Mr. Pollock and seconded by Ms. Woods to approve the minutes of the February 26, 2006 meeting as amended. In a voice vote, the motion passed unanimously.

2. Fire Station 53 Replacement Generator

Mr. Erskine explained that during the Hurricane Wilma power outage, the generator at Fire Station 53 had stopped operating. This generator was over 30 years old and the Public Works Department personnel recommended that the unit be replaced.

Mr. Erskine continued that since Fire Station 53 would be replaced with a new combined Fire Station 53 and 88 they decided to purchase a portable generator that could be utilized anywhere in the Airport it might be needed in the future. Public Works personnel had also recommended that a diesel unit be selected as a replacement.

Mr. Erskine said they had received four bids. United Rentals of Deerfield Beach met the specifications and was the lowest responsive bidder.

Staff recommendation: Award bid to United Rentals of Deerfield Beach for the purchase of the portable 70 kW Multiquip generator.

Mr. Erskine explained for Mr. Pollock that because this new generator could be moved around and could provide any phase or voltage, it could be utilized as a backup in many areas.

Motion was made by Mr. Petreccia and seconded by Mr. Aston to approve the staff recommendation. In a voice vote, motion passed unanimously.

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3. FAA Grant for Hurricane Wilma Damage Repairs

Mr. Erskine informed the Board that the Airport suffered significant damage to airfield infrastructure, security fencing, gates, electronics, and noise monitoring equipment due to Hurricane Wilma. He described specific items that had sustained damage and noted that City personnel and contractors had already repaired, permanently or temporarily, most of these items due to their critical nature. Most of the remaining work was final repair to fences and gates.

Mr. Erskine stated that in December 2005, the FAA had toured the Airport to survey the damage and subsequently indicated that a grant would be available to cover 95% of Hurricane damage to items that would normally be eligible for FAA grants. All of the items Mr. Erskine had mentioned were eligible for FAA grants. They could also use the grant to reimburse the Airport for approximately \$30,000 that had already been spent making repairs. Mr. Erskine estimated that they would incur an additional \$153,600 to complete repairs to fences, gates, and noise monitoring equipment caused by Hurricane Wilma for a total cost of \$183,600 in FAA eligible items. He also estimated that approximately \$9,000 would be needed from FEMA to complete repairs to other facilities.

Staff recommendation: The City should submit a Grant Application to the FAA for a total grant of \$174,420 or 95% of the costs associated with repairs caused by Hurricane Wilma and that the City accepts the grant when offered.

Mr. Erskine explained to Mr. Petreccia that FEMA or FAA dollars would cover all their damages.

Motion was made by Mr. Pollock and seconded by Mr. Scerbo to approve the staff recommendation. In a voice vote, motion passed unanimously.

4. FTZ Operator Agreement with Wärtsilä North America, Inc.

Ms. Bennett reminded the Board that at the September 16, 2005 meeting, the Board had approved a staff recommendation to begin the process to remove certain sites that were no longer eligible for FTZ designation from the City's list of designated sites, and to add Wärtsilä North America, Inc.'s warehouse facility to the list. The City Commission had approved this recommendation at the October 18, 2005 meeting, and the FTZ Board had approved the Minor Boundary Modification on January 20, 2006.

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Ms. Bennett continued that the next step to enable Wärtsilä to use their facility as a foreign trade zone was to enter into an Operator Agreement with the City so they could activate the facility through the Department of Homeland Security U.S. Customs and Border Protection. Ms. Bennett explained that all responsibility and liability for goods brought into the zone, in terms of security and payment of duty to U.S. Customs for all equipment, would be deferred. Ms. Bennett continued that the Operator Agreement would identify all of those responsibilities for the operation and management of the site in accordance with all U.S. Customs and Foreign-Trade Zones Board regulations and all other applicable federal, state and local laws, rules and regulations.

Ms. Bennett informed the Board that Wärtsilä would use their facility in the Zone to bring in large engines that were used by cruise and other ships, and to repair and maintain certain parts within the engines. Because the cruise ships were foreign-registered, there was duty paid when they were brought in to Wärtsilä's facility. With the Trade Zone designation and activation, the duty would go into a duty-deferred or possibly duty-eliminated status once it exited the Zone.

Staff Recommendation: The City should enter into an Operator Agreement with Wärtsilä North America, Inc. in order to activate the Wärtsilä facility in accordance with Department of Homeland Security U.S. Customs and Border Protection and Foreign-Trade Zones Board regulations.

Ms. Bennett explained to Mr. Pollock that the activation required a payment of \$5,000, and then Wärtsilä would pay \$8,000 per year for the right to be an operator within their Zone. She explained that this was to cover the Airport's administrative fees.

Mr. Scerbo asked if Wärtsilä had created jobs and Ms. Bennett agreed to provide specific information at a future meeting. Mr. Aston felt that there was value to the community in the job creation. Ms. Bennett agreed, and added that the main value was pure economic development. She explained that the goal of the program was to create an environment where businesses did not have additional incentive to relocate out of the area, enabling them to retain existing and attract new businesses, bringing new jobs to the area.

Mr. Iversen thought this program enabled Wärtsilä to "avoid paying any money hardly to the United States." Ms. Bennett stated this was not a tax avoidance project. She explained that currently, duty was paid when the engines entered port. Once the engine left port attached to a boat, Wärtsilä applied for a "duty drawback" which refunded the duty already paid, since the engine was never a permanent part of the U.S. This program would allow them to avoid paying the initial duty on products that would never enter the domestic economy. If a piece of equipment did enter the domestic economy, they would pay the duty at the point it left their facility and entered the U.S. Ms. Bennett said this allowed the companies be more healthy,

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stable and successful here in the U.S., rather than elsewhere, as part of the City's overall economic development program. Mr. Scerbo said he was familiar with Wärtsilä, and felt that if they did not facilitate Wärtsilä's business here, the company would move it elsewhere.

Mr. Iversen said Wärtsilä was not repairing the engines here; they used their facility to remove engines from ships, but then shipped the engines out to fix, therefore, the only jobs that might be created were "somebody who runs a forklift or something." He felt they should be finding ways to get more fees for use of the facility.

Motion was made by Mr. Pollock and seconded by Mr. Petreccia to approve the staff recommendation. In a voice vote, motion passed unanimously.

5. Final Adjusting Change Order #3 - Hypower, Inc.

Mr. Blanco explained that the final change order No. 2 to the contract with Hypower, Inc. provided for adjustments to contract quantities based on final as-built information, but a tabulation error in change order No. 2 had resulted in an excess credit amount of approximately \$13,417.70 being approved. Mr. Blanco said that in order to correct this and finalize the contract, a change order for the additional \$13,417.70 credit to the City must be approved by the City Commission.

Staff recommendation: Approval of the final adjusting Change Order No.3 with Hypower, Inc. in the amount of \$13,417.70 credit to the City.

Motion was made by Mr. Pollock and seconded by Ms. Woods to approve the staff recommendation. In a voice vote, motion passed unanimously.

6. Wayfinding Signage – Kimley-Horn - Task Order 19 - Project 10825

Mr. Blanco informed the Board that Kimley-Horn and Associates had prepared a study and report recommending improvements and/or replacement to the Airport's existing directory signage as a means to alleviate some of the confusion experienced by individuals looking for Airport facilities. The study recommended replacing the existing signage, and proposed locations for installing new types of directory signage.

Mr. Blanco stated that the next step in this program was to develop a final concept for signage and prepare construction documents. Staff had negotiated Task Order 19 and the related fees with Kimley-Horn in the amount of \$127,574. Mr. Blanco explained that funds for the Task

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Order were available from a grant from the Florida Department of Transportation (FDOT) for reimbursement of approximately 80% of eligible project costs and from the Airport's previously approved CIP.

Staff recommendation: Staff recommends approval of the proposed Task Order No. 19 with Kimley-Horn and Associates, Inc. for services for the Airport's Wayfinding signage program in the amount of \$127,574.00, and that Task Order No. 19 be recommended to the City Commission.

Mr. Blanco explained to Mr. Pollock that in 2004 costs for the manufacture and installation of the signage was estimated at \$700,000. They estimated that it would cost \$800,000 to \$900,000 now.

Motion was made by Mr. Pollock and seconded by Ms. Woods to approve the staff recommendation. In a voice vote, motion passed unanimously.

Update Items

A. Noise Compatibility Program

Ms. Bennett explained that Mr. Harrison had accepted a job as Director of Operations in Macon Georgia.

Ms. Bennett announced that they had contacted all helicopter operators since the last meeting and intended to host a helicopter workshop in April to educate the operators about procedures and routes.

Ms. Bennett stated that the FAA had held a Safety Seminar on February 15, 2006, and the Noise Abatement Office had delivered a presentation on the Airport's Noise Abatement Program. Staff had also attended the Environmental Conference of the Florida Airports Council and this had been an opportunity to discuss new technologies, trends and approaches being used at other airports. Mr. Bennett remarked that this had been an opportunity to keep a continuing dialog with other airport personnel.

Ms. Bennett informed the Board that the Noise Program Statistics table was included with their package.

Referring to the noise data chart regarding the total monthly jet departures on runway 8 and I95 turns, Mr. Iversen said, "reading this, and looking at the percentages... I would appreciate an explanation of how these numbers have deteriorated to such an extent of the number of aircraft

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that are going up I95." Ms. Bennett explained that the I95 turn was mandatory and based on route of flight. She stated they had no explanation because they had no control over it. She noted that typically there was more activity to the east at this time of year.

Mr. Iversen referred to an email sent to Ms. Bennett from the Bay Colony community, and stated that the perception of the community was that "nothing has improved whatsoever in terms of noise." He pointed out that there were more over 80 decibel events this February than there had been last February; the noise was getting worse, not better. Mr. Iversen said many Bay Colony residents were fed up with the noise. These residents were anxious to know where they stood on the Part 161 study. Mr. Iversen felt they needed to revisit where they were with the Part 161 study and start demanding performance from the consultant.

Mr. Petreccia asked if the increase in over 80 decibel events could be related to different types of aircraft. Ms. Bennett said they had seen two new Lear 25 aircraft that were very busy recently.

Ms. Bennett explained to Mr. Iversen that a presentation to the Board regarding the Part 161 study would be made next month. Ms. Bennett said they had met with Mr. Baldwin from Harris Miller, Miller & Hanson, and he was working on the contours and hoped to have the results next month.

Regarding the concerned citizen reports, Mr. Iversen said people in his community didn't report events anymore because they thought it was a "total waste of time," and airport staff should not rely at all on concerned citizen reports.

B. FAA Air Traffic Control Tower Replacement

Ms. Bennett informed the Board that she and Mr. Cervasio had attended the Florida Airports Council Legislative Summit March 1-3, 2006, and had taken that opportunity to meet with staff from the local Congressional Delegation to request their assistance in obtaining FAA funding for a replacement Air Traffic Control Tower. The City's new federal lobbyist, Dutko Worldwide, Inc. had arranged these meetings.

Ms. Bennett explained how the FAA budget process worked and noted that ordinarily, they went down a prioritized list of budget items for allocating funds. Approximately 10 years ago, FXE was listed second or third on the priority list for tower replacement, but since then, communities had used their congressional delegations to help them obtain mandated towers included in the budget. This had resulted in FXE's tower replacement's being bumped down to 38 or 39 on a list of approximately 40. Ms. Bennett felt that the only way to get their request moved up the list was to appeal to their congressional delegation and have one of those

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mandates written for FXE. Ms. Bennett remarked that staff members they met seemed receptive to the issue and they recognized the condition of the tower.

Mr. Pollock offered to take this matter to the Chamber of Commerce and get a resolution on their behalf. Ms. Bennett agreed to work with the lobbyist to draft a letter the business community could use.

Mr. Aston agreed it was vital to have a lobbyist's representation, but felt it was also important for the movers and shakers of the community to be aware of FXE's needs.

C. Development and Construction

Helistop Space-frame & Western Staircase Rehabilitation Project

Mr. James informed the Board that the Helistop project would begin on Saturday, March 18, 2006. Mr. James described the work to be completed and added that the work would be done on weekends from 8:00 a.m. to 6:00 p.m. and continue for 9 weekends. Mr. James stated that Notices To Airmen (NOTAMS) would be issued to inform pilots of the Helistop condition and proper coordination would be made with Airport operations staff. He agreed to provide the Board with an update when the project was completed.

Helicopter Association International (HAI) Heli-Expo 2006

Mr. James informed the Board that staff had attended the 2006 Heli-Expo in Dallas, Texas from February 25 -28, 2006. Mr. James reported that overall, they were very pleased with Heli-Expo 2006 and looked forward to Heli-Expo 2007, which will take place in Orlando, Florida from March 1-3, 2007.

D. Arrearages

There were no arrearages to report.

E. FLL Update

Mr. Pollock reported that Lander and Brown were continuing with the environmental impact study and staff hoped to see a draft in October or November. The Clean Airport Partnership was hosting public hearings, and the head of the partnership, Steve Howard, had been surprised at how environmentally friendly FLL already was. The Partnership would make recommendations on how to make FLL more environmentally friendly.

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Other items of interest

Mr. Don Campion, Banyan Air, informed the Board that six months ago he had received a nomination form from the National Air Transportation Association for an award for airport executive partnership. The awarded recognized an airport manager for outstanding efforts to foster relationships between aviation businesses and the airport operators. Mr. Campion announced that Ms. Bennett had won the award and would receive it next week.

Ms. Woods announced that the National Forum of Black Administrators had celebrated its 20th anniversary in 2003, at which time FXE was awarded a plaque for supporting their conference. Ms. Woods presented this plaque to Ms. Bennett.

Chair Brenneman announced that representatives from Leigh Fisher would return to give the Board their presentation on the FLL Master Plan process again next month.

Ms. Bennett reminded the Board that the next Aviation Advisory Board meeting would be held Friday, April 28, 2006 at 1:30 pm.

There being no further business before the Board, the meeting adjourned at 2:30 p.m.


Bunney Brenneman, Chairman

PLEASE NOTE:

If any persons decide to appeal any decision made with respect to any matter considered at this public meeting or hearing, he/she will need a record of the proceedings and, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.